

BURNED TO DEATH IN OIL EXPLOSION

Engineers DeM. W. Wade and M. B. Stayton Killed Aboard the Steamer Regulator.

VESSEL DESTROYED BY FIRE

Horrible Accident Occurs at St. Johns, Where Craft Was on the Ways—Reid Was Badly Injured.

The explosion of the forward starboard oil tank on the steamer Regulator brought instant death to Second Engineer De Monte W. Wade and his assistant, Merrill B. Stayton; injured Daniel Reid, a ship carpenter, and set fire to the craft with the result that all that remains of the popular craft is the charred ribs and keel and a portion of the wheelhouse. The terrible accident occurred at 1:30 o'clock yesterday afternoon, while the steamer was on the ways of the St. Johns Shipbuilding Company at St. Johns, undergoing her annual overhaul, preparatory to going on her Summer run between this city and The Dalles.

Marcus Talbot, general manager of the D. P. & A. N. Co., owners, was at the scene most of the afternoon, and he believes the company will sustain a considerable loss, as the boat was valued at about \$50,000, and only partly covered by insurance, probably to the extent of \$20,000.

How the explosion occurred will perhaps never be known, as the lips of the two men at work on the tank are fore-

THE DEAD ENGINEER.



De Monte W. Wade.

ever sealed. Wade and Stayton had drilled holes in the starboard and port tanks, and were at work connecting them when suddenly a gigantic flame burst forth in the forward part of the vessel and almost instantaneously the whole boat was a mass of flames.

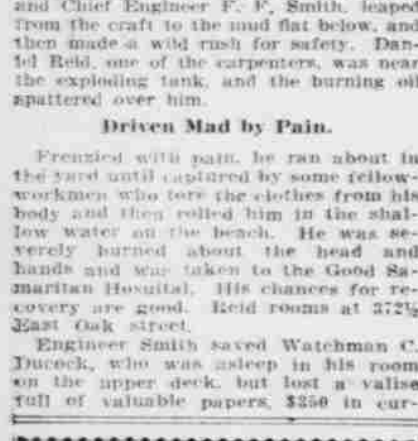
There was little time for warning, and the 18 ship carpenters and laborers employed by the shipyard, the five deckhands in charge of Captain E. C. Alden, and Chief Engineer F. F. Smith, leaped from the craft to the mud flat below, and then made a wild rush for safety. Daniel Reid, one of the carpenters, was near the exploding tank, and the burning oil splattered over him.

Driven Mad by Pain.

Frenzied with pain, he ran about in the yard until captured by some fellow-workmen who tore the clothes from his body and then rolled him in the shallow water on the beach. He was severely burned about the head and hands and was taken to the Good Samaritan Hospital. His chances for recovery are good. Reid rooms at 372 1/2 East Oak street.

Engineer Smith saved Watchman C. Tuceck, who was asleep in his room on the upper deck, but lost a valise full of valuable papers, \$350 in cur-

THE DEAD FIREMAN.



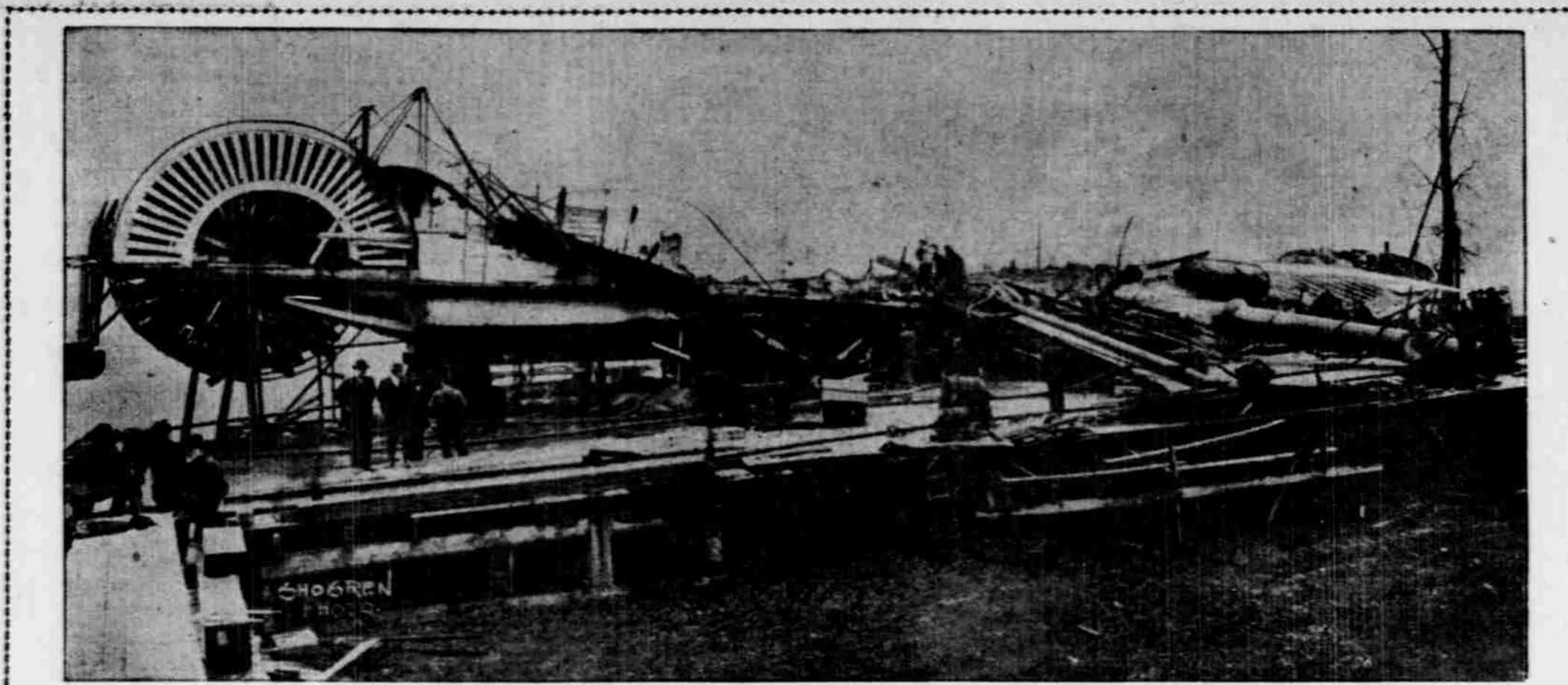
Merrill B. Stayton.

rency and all his clothing, except one suit that he managed to throw overboard as he rushed past his stateroom to the room of the watchman. He found the watchman's door locked, and had to force it open. By this time the smoke was stifling and a moment's delay would have meant another victim.

So powerful was the explosion that the entire side of the hull was blown open, and with the burst of flame came the body of Fireman Stayton. A Gunderson, laborer, was about to board the steamer when the flash came and Stayton's charred remains fell almost at his feet. Gunderson made a rush for him, but was driven back by the fire and smoke, and then secured a pikepole with which he succeeded in dragging the body out of reach of the fire.

"Stayton was dead when he shot through the side of the hull," said Gunderson. "His clothing was white, and the body appeared charred. I was within a few feet of where he landed, and made a rush for him, but was driven back by the fierce flames that continued to spout from the opening hole. The inside of the steamer appeared to be a roaring furnace, and then at once the flames began to break out along the entire upper works."

David Reid was restraining the forward part of the deck. He saw Wade and Stayton go into the hold to work



STEAMER REGULATOR AFTER THE FIRE HAD BEEN GOTTEN UNDER CONTROL.

on the tank after dinner, but cannot tell what caused the explosion. He was covered with a shower of burning oil, and instinctively leaped to the ground.

Thinks Men Were Smoking.

Chief Engineer Smith had charge of the work on the machinery. He had warned the men to permit no candles or lanterns on the steamer, and feels certain that his subordinates would not disobey orders. He had seen candles about the place, but had ordered them removed.

"I do not like to say that either of the dead men smoked in defiance of orders, but that is the only plausible theory that I can find as the cause of the terrible disaster," said Mr. Smith. "We had permission from the Government Inspectors of Hulls and Boilers to drill the holes in the tanks for the purpose of connecting them, and I put Wade and Stayton to work at 9 o'clock yesterday morning. We removed part of the decking and a portion of the bottom, so there was plenty of light, and I warned against the use of anything that might cause an explosion."

"The holes had been drilled before noon, and when the men returned to work after dinner they were to thread them and make the connection. How far they had advanced I cannot say, and no one will ever know. There were about six barrels of oil in the forward tanks, a small quantity, the capacity of the tanks being 28 barrels. I was in the engine-room when the tank exploded, and I could run none so fast to escape the spreading flames. I rushed to the watchman's room and drove in the door with a timber and dragged him out through a stifling smoke. We got down through the wheelhouse in the nick of time."

Joseph Duncan, carpenter, was at work in the hold, and he narrowly escaped being caught in the flames. He, too, was bespattered with oil, but luckily it did not ignite.

Engineer Wade was found on the port side of the hold. His remains were charred beyond recognition, and the body would have been entirely cremated had it not been dragged out by Gunderson and others.

Hose Company's Good Work.

The St. Johns hose company did good work in fighting the flames until the arrival of the fireboat George H. Williams, but from the start it became apparent that nothing would save the steamer from total destruction. The fireboat responded to a still alarm and made the run to St. Johns in 2 1/2 minutes. Captain Whitcomb believes that by reaching the scene a few minutes earlier he could have saved the hull, as the company had held the flames pretty well in check. Superintendent Edleson, of the St. Johns waterworks, started the pumps and succeeded in keeping two powerful streams going.

Engineer Wade was the sole support of a widowed mother, living at 262 Eugene street. He was 27 years old and had been with the Regulator for six months. Prior to that time he was in the service of the Port of Portland as engineer on the steamer Wenona and was known as a competent man. His mother is prostrated over the terrible death of her son and kind neighbors are trying to comfort her. Wade's funeral was held at the home of his mother under the auspices of the W. O. W., of which order he was a member.

Fireman Stayton was the son of Captain C. P. Stayton. He was 21 years of age and was married November 29 last, to Miss Myrtle Brewer, of this city. They were living with Mr. Stayton's parents at 267 1/2 Seventh street. Stayton went to work on the Regulator two days ago as an assistant to Engineer Wade during the absence of the regular fireman, who had secured leave of absence to celebrate his birthday. Up till a few days ago he was employed as a watchman on the steamer Annie Comings.

He Leaves a Young Wife.

Besides a young wife and parents, three brothers and a sister mourn Stayton's death. The brothers are Nestor W. Stayton, pilot on the new steamer G. K. Wentworth; Charles Stayton, engineer on the steamer T. J. Potter, and Henry Stayton, mate on the steamer M. E. Henderson. His sister is Mrs. C. H. Catlin, of Catlin, Wash. The funeral will probably be held Friday from Finley's chapel. The remains will be buried at Catlin, where the family formerly lived.

Deputy Coroner A. L. Finley, who hurried to the scene, made a thorough investigation and found no reason for holding an inquest, no one knowing what caused the explosion. He took charge of the bodies and removed them to his undertaking parlors.

Witnesses to the explosion say that the flames shot fully 50 feet in air, and the concussion was felt at the Government moorings, across the Willamette.

The Regulator was a stern-wheel steamer of the following dimensions: Length, 137 feet; beam, 34 feet; depth of hold, 27 feet. She was built in Portland in 1891, but claimed The Dalles as her home port. It is said that she has had considerable trouble with her oil burners since they were installed about a year ago, several firemen having been scorched in handling the fires.

The furnace, however, had nothing to do with yesterday's explosion, as the fire had been down since the boat went on the ways about two weeks ago, and there was no water in the boiler. Repairs would have been completed in about ten days.

STOOD CLOSE TOGETHER.

Three Steamers and a Tug Played Around Lightship in Storm.

Three steamers—the Senator, F. A. Kilburn and Jeanie—and the tug Dauntless, all from San Francisco, were off the Tuesday night, awaiting dawn and a favorable tide to cross in. A living gale was

blowing and mountainous seas swept on from the south, but the skippers preferred to contend with a few suffering passengers rather than chance running their ships on the sands and possibly to destruction. They kept within speaking distance most of the time, and stood close to the dark clouds hanging overhead.

At daylight the quartet made the run into port without trouble, and the captains are being congratulated for being cautious men, but the Valencia disaster has spread terror for the sea all along the coast. Captain Merriam, of the Kilburn, was outside for two days and two nights, but feels that he was justified in not taking chances, as he had a large passenger list and a valuable cargo.

The storm was at its height when the

cisco, arrived up late last night to load wheat for a return cargo.

STILL ON THE GO.

Big Log Raft Takes Another Spin in the Bay.

ASTORIA, Ore., Jan. 24.—The big log raft made another of its spasmodic cruises about the lower harbor last night, but it did no damage, and is now securely moored to a dolphin, where it will be held until the weather permits its being towed to sea.

Last evening the raft was left near Desdemona Sands, and it was supposed that the two anchors would hold it in place until today. This morning when the stream went down, they found that the raft had again dragged its anchors and

officers have won a large circle of friends on their visits to Portland, and they are always warmly welcomed here.

Dauntless to Tow Olympian.

ASTORIA, Jan. 24.—(Special.)—The tug Dauntless arrived in today from San Francisco to tow the steamer Olympian to the Bay City. The Dauntless will leave out with her tow as soon as the weather conditions will permit.

Marine Notes.

The bark Paramita shifted to the dolphins yesterday, where she will complete her lumber cargo.

The steamer F. A. Kilburn brought a lot of valuable horses from Eureka last night. Two colts were valued at \$1000 per head. The steamer Aurelia sailed for San

narrowly escaped running ashore in trying to run close to the vessel flashing the lights.

It is reported that Moran Bros. have sold their shipbuilding plant on the Sound for \$2,500,000 and that it will be removed to some other point on the bay on account of the value of the ground it now occupies.

Three sailors of the wrecked British bark King David accuse Captain William Davidson of drinking while at sea and blame him for the wreck. The accusation of the sailors has been given little attention so far, but they are anxious for a hearing.

Domestic and Foreign Ports.

ASTORIA, Jan. 24.—Condition of the bar at 5 P. M. rough; wind southeast, weather fair. Arrived at 8 and left up at 10:15 A. M. steamer Senator, from San Francisco; arrived at 8 and left up at 10:30 A. M. steamer Jeanie, from Port Los Angeles and way ports; arrived at 8 A. M. and left up at 11 A. M. steamer F. A. Kilburn, from San Francisco and way ports; arrived at 8 A. M. Dauntless, from San Francisco; arrived at 8:30 and left up at 11:30 A. M. steamer Marina, from San Francisco; sailed at 10:20

to sea.

STEAMER INTELLIGENCE.

Due to Arrive.

Steamer	From	Date
Jeanie	San Francisco	Jan. 24
Northland	San Francisco	Jan. 26
Ronoke	San Francisco	Jan. 27
Despatch	San Francisco	Jan. 27
Nome City	San Pedro	Jan. 29
Columbia	San Francisco	Jan. 29
Senator	San Francisco	Feb. 2

Due to Depart.

Steamer	Destination	Date
Senator	San Francisco	Jan. 25
F. A. Kilburn	San Francisco	Jan. 26
Jeanie	Los Angeles	Jan. 26
Aragonia	Orient	Jan. 28
Northland	San Pedro	Jan. 28
Ronoke	Los Angeles	Jan. 29
Despatch	San Francisco	Jan. 29
Columbia	San Francisco	Jan. 31
Nome City	San Pedro	Feb. 1

A. M. steamer Homer, for San Francisco; sailed at 12 M. steamer Redondo, for San Francisco, and British steamer Tottenham for Shanghai; arrived down at 2 P. M. Russian bark Isabel Browne.

San Francisco, Jan. 24.—Sailed—British steamer Appalachee, for Gray's Harbor; steamer Avonlea, for Seattle; steamer Argyle, at 1 P. M. for Portland; via Port Harford steamer Northland, at 8 A. M. for Portland; ship Charles E. Moody, for Port Townsend; schooner Omega, for Coos Bay; bark Servia, for Seattle. Arrived—Steamer Coronado, from Aberdeen; steamer Elizabeth, from Bandon; steamer Columbia, from Portland.



FORWARD PART OF STEAMER REGULATOR, SHOWING HOLE IN THE SIDE (TO RIGHT OF THE BOY) THROUGH WHICH FIREMAN STAYTON WAS BLOWN BY THE FORCE OF THE EXPLOSION.

Kilburn approached the bar, and the weather was so dirty that he considered it folly to attempt crossing until a more favorable opportunity presented itself. As he was being beaten by the Alliance, he says he has to admit that he took plenty of time running up from Coos Bay, but he also adds that anyone at all familiar with the respective craft knows that the Kilburn has to move slowly if trying to travel with her rival.

Captain Merriam declares the Alliance left Eureka at 6 o'clock Friday morning, and the Kilburn sailed from that port at 8 o'clock that evening. According to Captain Merriam, both craft reached Coos Bay at the same time Saturday.

The steamer Cabrera, from San Francisco, arrived at 1 o'clock yesterday afternoon and the Alliance sailed last night for Eureka and Coos Bay.

The French bark Ade is in the stream ready to leave down as soon as a towboat can be secured. She will probably start down this morning.

Nothing has been heard of the French bark Admiral Cornbert which left San Francisco eight days ago in tow of the tug Pioneer bound for Port Townsend and some fears are entertained for their safety.

Aragonia's Officers at Dinner.

The officers of the Hamburg liner Aragonia were entertained last evening at dinner by J. C. Nissonger, who is an old friend of the captain of the vessel. It was a most pleasant affair. The Aragonia's

had drifted across to the south side of the river near New Astoria.

During the flood tide today one of the big anchors was picked up and the raft was swung around and shifted in shore until it went aground on half tide. The lower end was then moored to a dolphin, while two 600-pound anchors were attached to the upper end.

The raft is in such a position that it can be floated whenever desired.

Francisco at 1 o'clock yesterday afternoon and the Alliance sailed last night for Eureka and Coos Bay.

The French bark Ade is in the stream ready to leave down as soon as a towboat can be secured. She will probably start down this morning.

Nothing has been heard of the French bark Admiral Cornbert which left San Francisco eight days ago in tow of the tug Pioneer bound for Port Townsend and some fears are entertained for their safety.

Practical Joke on Police.

Woman Sets Off Cannon Cracker and Alarms Entire Neighborhood.

To add to the gaiety of a contemporary burglar and to cause a commotion to startle the natives, a woman placed a giant firecracker in a broken lamp chimney and exploded it near the residence of Mrs. Minnie Henriel, of 401 Twelfth street, at 10:20 last night.

Mrs. Henriel, whose rear window had been broken by a burglar at 9:30 o'clock imagined that a second attempt was being made to break in, and sent for the police.

Policeman Anderson, who lives across

PRACTICAL JOKE ON POLICE.

Woman Sets Off Cannon Cracker and Alarms Entire Neighborhood.

To add to the gaiety of a contemporary burglar and to cause a commotion to startle the natives, a woman placed a giant firecracker in a broken lamp chimney and exploded it near the residence of Mrs. Minnie Henriel, of 401 Twelfth street, at 10:20 last night.

Mrs. Henriel, whose rear window had been broken by a burglar at 9:30 o'clock imagined that a second attempt was being made to break in, and sent for the police.

Policeman Anderson, who lives across

the street from Mrs. Henriel, hastened to the scene of the explosion and, clothed in his night robe with a uniform coat added for appearance, sake, ran around the block calling upon pedestrians to surround the place while he phoned police headquarters for a squad of patrolmen.

A squad of men driven by Patrol Driver Isaacs at a furious rate, and directed by Squad Officer Robson, surrounded the place and searched the premises for the supposed burglar. Several hours of needless suspicion by smiling at the serious efforts of the policemen, and unable to keep the practical joke to themselves they told one of the searchers the circumstances.

The squad was called from the man hunt by Robson. Anderson said that he thought he would go back to bed. Detective Welch, who was one of the party decided to take a car home. Isaacs drove slowly back to the station, and some of the policemen ruminated on fit punishment for practical jokers.

TO REMODEL THE PERKINS.

Local Hotel Undergoes Repairs and Several Stories May Be Added.

Extensive improvements are being made on the Perkins Hotel, and it is probable that before very long several stories will be added to the building. A new 105-foot smokestack is being placed in position, a new shaft for two electric elevators will be put in, and three feet of dirt is being excavated from the cellar. Besides the house will be refurbished from top to bottom.

It is understood that Z. K. Spaulding, of Hawaii, who owns the Perkins Hotel, is contemplating adding from three to six stories to the building. In such case the restaurant would be placed on the top floor, and the bar and barber shop removed to basement. This would give ample room for the lobby. It is said that the addition of several floors is assured and that Mr. Spaulding has not decided whether to have three or six new stories. The foundation is of great strength and the additions could be made without endangering the building.

Upon his next visit to Portland it is expected Mr. Spaulding will make known his plan for the improvements.

THE VALUE OF CHARCOAL.

Few People Know How Useful It Is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking, or after eating onions and other odorous vegetables.

Charcoal effectively clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best, charcoal and the most perfect in its nature is Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow charcoal and other harmless antiseptics in tablet form, or rather, in the form of large, pleasant-tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a marked improvement in condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is that no possible harm can result from their use, even in children, or, on the contrary, great benefit.

A Buffalo physician, in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the lozenges to be greatly benefited by the daily use of them; they cost but 25 cents a box at druggists, and although in some cases a patent preparation, yet I believe a good one, and better than any of the ordinary charcoal tablets."

Vapo-Cresolene.

(Established 1872.)

"Cures While You Sleep."

Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.

Confidence can be placed in a remedy, which for a quarter of a century has earned unqualified praise. Restful nights are assured at once.

Cresolene is a Boon to Asthmatics All Druggists

Send postal for descriptive booklet.

Cresolene Antiseptic Throat Tablets cure all forms of irritated throat, of your druggist or from us. In steamers.

The Vapo-Cresolene Co., 180 Fulton St., N. Y.

UNPRECEDENTED SUCCESS OF C. Gee Wo.

The Great Chinese Doctor

At No. 162 1/2 First St. Cor. Morrison

No misleading statements to the afflicted. I guarantee a complete, safe and lasting cure in the quietest possible time, and at the lowest cost possible for honest and successful treatment. I cure catarrh, asthma, lung, throat, diphtheria, whooping-cough, stomach, liver, kidney and test manhood.

FEMALE TROUBLES AND ALL PRIVATES

My remedies are harmless, composed of roots, herbs, buds and bark, especially selected and imported direct by us from the interior of China.

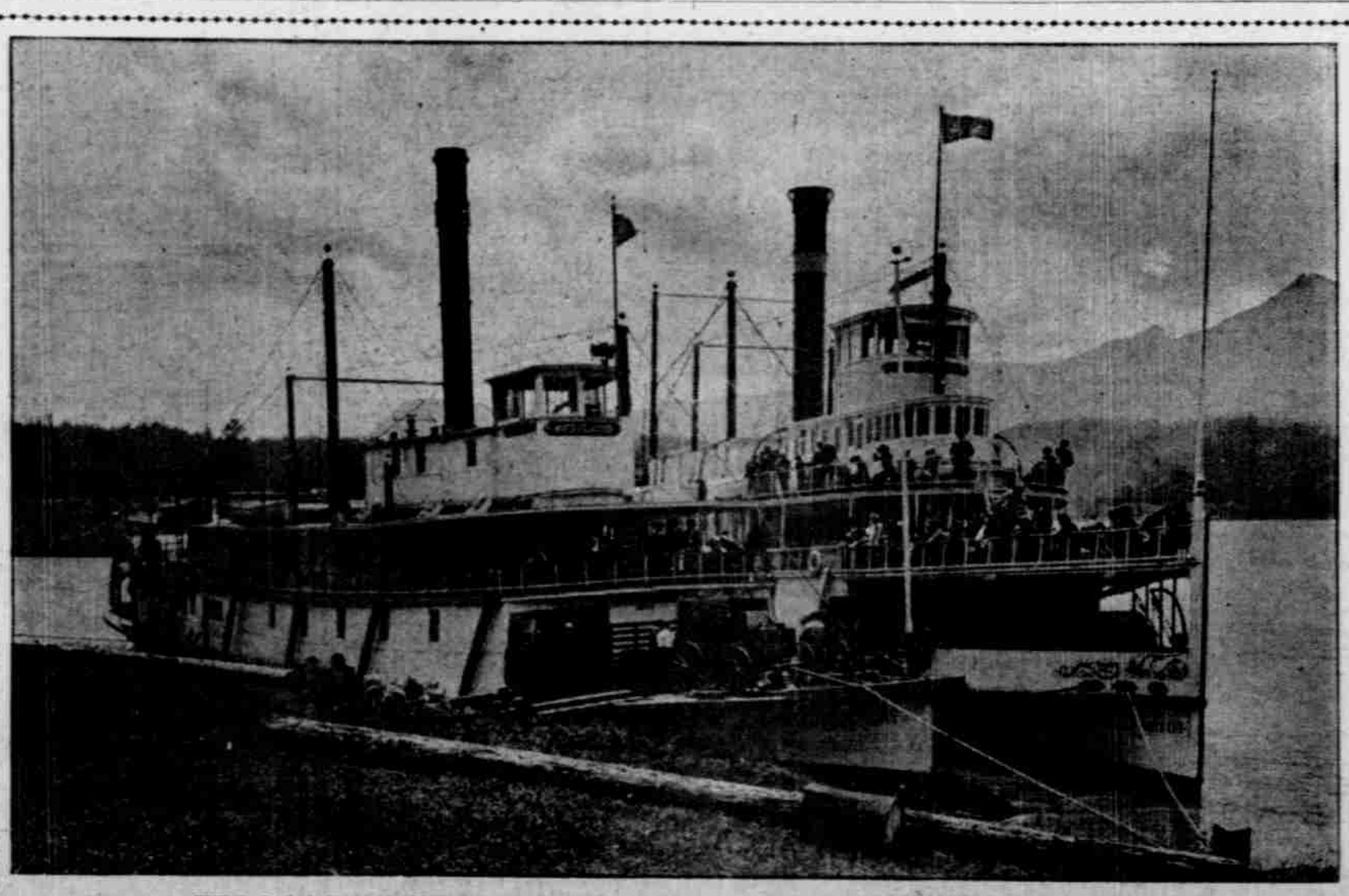
IF YOU ARE AFFLICTED DON'T DELAY. DELAYS ARE DANGEROUS.

If you cannot call, write for symptom blank and circular, inclose 5 cents in stamps.

CONSULTATION FREE.

The C. Gee Wo Chinese Medicine Co., 162 1/2 First St., Cor. Morrison, Portland, Or.

Please mention this paper.



THE D. P. & A. N. CO'S STEAMERS REGULATOR AND BAILEY GATZERT AT A LANDING ON THE UPPER COLUMBIA.